

**In the Specification**

**Amend paragraph [0065] of the specification as follows:**

[0065] As shown in Fig. 6, the operational flow of fluid to be cooled is such that the initially hot engine coolant 40 is received in manifold 24a of radiator unit 22 and cooled as it passes 42 through radiator core 26a, given that ambient air 46 is at a lower temperature than the incoming engine coolant 40. The partially cooled engine coolant is then transferred 44 from manifold 24b to manifold 24c of radiator unit 32, where it passes [[46]] 45 through radiator core 26b and manifold 24d, and out 48 to return to the engine at a cooler temperature. Incoming compressed charge air 50 is normally at a higher temperature than the incoming engine coolant, and is initially passed through upper charge air cooler unit 30. This heated charge air flows through core 37a and is then cooled by air 46, after that air passes through and is heated by radiator upper core 26a of radiator unit 21. The partially cooled compressed charge air 54 then passes from lower manifold 34b to upper manifold 34c of lower CAC unit 32. CAC unit 32 is in front of radiator lower unit 22 with respect to the cooling air flow, and as the charge air 56 passes downward through core 37b, it is cooled by the fresh ambient air before it passes out through manifold 34d of CAC unit 32 as cooled compressed air 58, which is then routed to the air intake manifold of the engine.